

COLOMBIA TREATY LOSING SUPPORT

Opponents Do Not Expect to Prevent Ratification, but Gain Adherents.

DEFENCE APOLOGETIC

'New York Herald's' Editorial on Issue Is Read Into Record.

PACT ASSAILED BY REED

Senator Declares Roosevelt's Words Have Been 'Twisted and Distorted.'

Special Despatch to THE NEW YORK HERALD, Washington, D. C., April 19.

There was little difference in the Senate to-day between arguments for and against ratification of the Colombian treaty, which is to be voted upon to-morrow. Although Senators Shortridge (Cal.) and McCumber (N. D.), Republicans, and Ransdell and Gay (Ga.), Democrats, explained at length why they will vote for it, they agreed with statements of opponents in insisting that the United States owes Colombia nothing; that she did a good service in the world, including Panama and Colombia, in constructing the Panama Canal; that Theodore Roosevelt's memory is glorified by his course, and that the proposed payment of \$25,000,000 to Colombia is more of a gratuity than a recompense.

The editorial in to-day's issue of THE NEW YORK HERALD on "The Truth about the Revived Colombian Treaty" was made a part of the Congressional Record by Senator Kellogg (Ill.), and was referred to by him and by Senator Reed (Mo.), Democrat.

"I wish leave to insert in the Record," Senator Kellogg said when the treaty debate opened, "a letter, important editorial on the Colombian treaty which appeared in THE NEW YORK HERALD this morning. I think the arguments there stated might well be read by every Senator."

Some of the Senators said frankly they were "finding it increasingly difficult to square their consciences with the votes they might finally cast."

A further roundup of the situation was made by Administration protegee leaders, who admitted to-night that they expect to lose at least fifteen and possibly sixteen Republican votes and perhaps six Democratic votes. Treaty opponents believe if they had more time they might be able to arouse public sentiment sufficiently to make still further inroads, but do not expect to prevent ratification to-morrow.

Here are the Senators expected to vote against ratification:

Republicans—Borah, Capper, Cummings, Johnson, Kenyon, Keweenaw, Polette, Lenroot, McNary, Nelson, Norbeck, Norris, Poindexter, Townsend and Wadsworth.

Democrats—Reed, Shields, Simmons and Watson.

Among the doubtful are included Nicholson (Col.), Republican, and Dial (S. C.) and Harrison (Miss.), Democrats.

Senator Shortridge, who made his first appearance in debate, specially emphasized the importance of supporting President Harding in all recommendations pertaining to his foreign policy, bettering, he said, that the President "would ask nothing not for the good of America, South America and the world."

"Very humbly, but very proudly," he said, "I take my stand by his side."

Senator McCumber, who was one of the signers of the widely exploited minority report in 1917 denouncing the treaty as "blackmail," hinted at secret concessions which would be accorded by Colombia. He said it would open large oil fields for America and increase friendly relations with South America.

"I will leave it to the President," he said, "to secure results that will constitute the only consideration and be the only justification for this outlay of \$25,000,000. If he succeeds I shall not regret laying aside my

scruples against payment in advance of delivery."

Scorn and sarcasm dominated the remarks of Senator Reed, who spoke at the close of Senator McCumber's apology for his change of heart. He complimented Senator McCumber for having made "one of the best arguments against ratification he had heard." He praised the achievement of President Roosevelt, warned the Senator that every nation with which we had favored nation treaties, including Japan and Great Britain, "could and would" demand the same enormous concessions and grants to the use of the canal that it is proposed to accord Colombia, and asserted that ratification of the treaty meant "an apology withdrawn in words and paid in cash."

Characterizing the debate as "the most remarkable he ever had heard of or out of the Senate," Senator Reed said the words of Roosevelt had been "twisted and distorted" to suit the purposes of those who used them, just as the words of Lincoln had been used in the same way.

"The greatest act of vandalism I have ever known," he continued, "is for a pretended friend of Theodore Roosevelt to reach his hand into the coffin of the helpless dead, tear from it the white shroud, and run it up as the white flag of surrender over the one great monument to Roosevelt's memory."

"He cannot defend himself against the mistakes of his friends or the transgressions of his enemies."

PEACE DECLARATION IN TEN DAYS LIKELY

Knox Resolution Will Be Given Speedy Treatment.

Special Despatch to THE NEW YORK HERALD, Washington, D. C., April 19.

The stage is being set for early passage of the Knox resolution. Unless emergency tariff hearings are held, it seems likely now that the simple declaration that the United States is again at peace with the Central Powers and reserves all rights existing before the war and according to it as a result of the war will be ready for the President's signature within ten days.

Senator Lodge (Mass.) said the Senate Committee on Foreign Relations had taken up the resolution and that there would be no hesitancy in reporting out the Knox resolution.

Under the rules a day must elapse after a report before a resolution can be taken up, but the expectation is that quick action will be had. Speed is desired by the President and his wishes are being closely consulted in both houses.

BODY FOUND IN MEXICO BESIDE U. S. AIRPLANE

Victim Is Believed to Have Been Lost American Aviator.

MEXICO CITY, April 19.—A body believed to be that of a lost American aviator has been found near Vega de los Ladrones, Coahuila, ten miles from the border. The mangled body was near a wrecked airplane flying the American flag.

Newspapers in reporting the incident renew their criticisms of American aviators crossing the boundary line, either intentionally or by flying so close to the line that they alight in Mexico when making a forced landing.

WASHINGTON, April 19.—The War Department said to-night that there was no record of an aviator having been lost in the section where the body was found.

CONTEST MAY OFFSET ONTARIO DRY VOTE

Liberty League Quotes Act Affecting Validity.

TORONTO, April 19.—Legal action may be taken to contest the validity of yesterday's vote. It was announced by L. F. Hellmuth, president of the local branch of the Citizens' Liberty League, that he contended that, under the British North America act nothing can prevent the importation of liquor from one province to another unless all provinces are so prohibited.

Six provinces—Alberta, Nova Scotia, Manitoba, Saskatchewan, Prince Edward Island and Ontario—are now dry. Government control of liquor is in effect in Quebec and British Columbia. New Brunswick and Yukon Territory will hold a referendum during the year.

Placing the majority vote for "bone dry prohibition" in Ontario at 200,000, the Rev. Dr. A. S. Grant, secretary of the Ontario referendum committee, said that the manufacture, sale or importation of liquor will be prohibited throughout Canada within five years.

"Early the most artistic picture Mr. Griffith has ever made is 'Green Street' (Commercial). Central Theatre now—Admission."

HUGHES CALLS FOR IMMIGRATION BARS

Secretary Asks Congress to Make It Impossible for Many to Enter.

WASHINGTON, April 19.—Rigid restriction of immigration was recommended to-day by Secretary Hughes in official documents transmitted to Congress, reflecting increased need for the immediate passage of the immigration bill reported to-day by the House committee.

Limiting admission of aliens for fourteen months, beginning May 10, to 3 per cent of each nationality resident in the United States in 1910.

"Our restriction on immigration should be so rigid," Mr. Hughes' report said, "that it would be impossible for most of these people to enter the United States." Particular reference was made to undesirable classes from Balkan cities, Armenia, Russia and Georgia.

The report said 606,292 passport visas were granted by American consuls in Europe for 1920, reflecting a stimulated desire to emigrate to America before anti-immigration laws were passed. The principal restraining influence was said to be lack of funds.

The Director General of Police of Rumania, the report added, "has issued an order excluding all Jews from military service and permitting their discharge from the army if they desire to emigrate to America."

In Rumania 1,500 persons were awaiting examination for permission to come to the United States. It was said, while "immense pressure" for passage was reported by officials in Poland, where 25,000 awaited third class accommodations.

The report said 5,000 Armenians and 20,000 Serbians were waiting passage from Baghdad and that the number desiring to come from Germany had doubled in the last year, compared to any similar period since the war ended.

Senator Jones, Republican, Washington, introduced an amendment to the immigration bill in the Senate to-day which would compel all immigrants to the United States to take passage only on vessels flying the American flag.

Exception to certain statements in the report of Secretary Hughes was taken to-night by Representative Siegel (N. Y.), Republican, who said:

"It is exceedingly regrettable that a report purporting to be signed by Secretary Hughes should have been issued from the Department of State wherein the statement is made that 'Armenians, Jews, Persians and Russians, all of which have been so driven hither and thither since 1914 that they cannot be regarded as desirable populations for any country,' should have been given wide publicity."

"The letter containing this memorandum is alleged to have had his signature thereon. Undoubtedly Secretary Hughes will promptly take steps to ascertain who is responsible for the issuance of the statement, which the entire world knows is false and untrue."

COOK BUYS AN AUDUBON FOR \$1; REFUSES \$100

Painting by Famous Artist Goes at Rummage Sale.

Special Despatch to THE NEW YORK HERALD, Philadelphia, April 19.—At a rummage sale here yesterday a cook purchased an old picture of a green tree on which birds of many species were perched.

The patron who sold it to her informed her that the frame probably was worth the dollar she paid. On the way home the cook stopped in at an art shop thinking she might sell the frame.

"That picture is a genuine John James Audubon, the most famous painter of birds in this country," the salesman informed her and offered her \$100 for it, which the woman refused. "That picture stays right on the wall of my room," she replied.

Many Warships Voted in 1916 Still on Stocks

Special Despatch to THE NEW YORK HERALD, Washington, D. C., April 19.

THE following table shows exactly the progress being made on the 1916 naval programme, the figures coming from an authentic source:

| | Authorized | Still on Stocks |
|------------------|------------|-----------------|
| Battleships | 10 | 10 |
| Light cruisers | 6 | 6 |
| Light cruisers | 10 | 10 |
| Destroyers | 50 | 2 |
| Fleet submarines | 8 | 2 |
| Coast submarines | 18 | 18 |

Orders never have been placed for the last twelve destroyers and the last six submarines. The table omits thirteen auxiliaries, of which six are under construction.

AMERICA WATCHES TOKIO'S BIG SPURT

Continued from First Page.

unknown quantity in the Japanese dash for sea power, the building that is going on under cover.

While the Anglo-Saxon leaders of the world mark time for three years, unless their present programme are altered by events, the leader of the East will strive to add 47 per cent to the strength of her capital, first line fleet of fighting ships. Here are the figures obtained by THE NEW YORK HERALD:

| | Great Britain | United States |
|------------------|---------------|---------------|
| Battleships | 20 | 22 |
| Light cruisers | 4 | 5 |
| Destroyers | 36 | 17 |
| Fleet submarines | 8 | 2 |
| Coast submarines | 18 | 18 |

These figures are somewhat different from the ones submitted by Secretary Daniels to the House Committee on Naval Affairs three months ago. They represent newer, truer information. THE NEW YORK HERALD is informed that the Navy Department that the new figures are absolutely reliable except for the additional building that Japan is doing in secret.

Two Vessels Are Completed.

On April 1, 1921, the status of construction of battleships was: California, 96.1 completed; Colorado, 88.2; Maryland, 96.8; Washington, 61.2; West Virginia, 49.5; South Dakota, 26.7; Indiana, 25.1; Montana, 18; North Carolina, 27.2; Iowa, 16.1 and Massachusetts, 2.5.

Two, the California and the Maryland, virtually are completed and ready for the 16 inch guns that will make them the most powerful craft afloat. Several are well advanced. Upon a few work has not much more than begun. The construction status of the battleships is regarded as satisfactory at the Navy Department. All except two of three could be rushed to completion in a very short time.

This is not the case as regards the six battle cruisers, a type of vessel whose worth was amply demonstrated by Admiral Beatty's operations in the North Sea. The state of building of the six is: Lexington, 13.8 per cent; Constellation, 7.9; Saratoga, 18.1; Ranger, 1.2; Constitution, 4.3, and United States, 4.3. It is understood that immediately after the naval appropriation becomes available work will be rushed on the six great battle cruisers, all more powerful than the finest ship of the type that Great Britain sent into action against the Germans.

As regards the ten scout or light cruisers, their condition is: Omaha, 90 per cent; Milwaukee, 84.7; Cincinnati, 80.6; Raleigh, 51.4; Detroit, 51.2; Richmond, 42; Concord, 60; Trenton, 41; Marblehead, 35, and Memphis, 32.

\$400,000,000 MORE WANTED FOR RAILS

Must Be Paid Soon to Meet Losses Resulting From Federal Control.

Special Despatch to THE NEW YORK HERALD, Washington, D. C., April 19.

Director-General of Railroads James W. Good (Iowa), chairman of the House Appropriations Committee, that another \$400,000,000 will be needed in the near future to pay losses growing out of Federal control and operation of railroads. This will make the total cost of Government operation something like \$2,000,000,000.

A general investigation of the present situation of the railroads was ordered by the Senate to-day with the passage of the Commerce resolution, directing the Interstate Commerce Committee to hold hearings to get at facts.

The committee is directed to report as speedily as possible on railroad operating revenues and expenses; reasons which led to extraordinary cost of maintenance and operation since March 1, 1920; reasons for diminished traffic and the influence of high rates in this regard; the efficiency or inefficiency of railroad management and of railroad labor and the best means of bringing reduced freight rates and passenger fares.

The \$400,000,000 is needed largely to pay damage claims which the railroads themselves normally would be compelled to pay, according to Mr. Good's understanding. Formal request for the appropriation probably will be made within a few days.

Repeated court decisions holding the Government and not the railroads must pay claims resulting from Federal operation have resulted in a large increase in "Treasury loss."

"As an example," said Mr. Good, "the courts recently have held the Government must pay from \$20,000,000 to \$40,000,000 as the result of a disastrous fire in Minnesota, caused by a railroad while it was under the control of the Government. There are hundreds of other cases pending."

Mr. Good was of the opinion the additional \$400,000,000 would be the last big appropriation for the railroads, but said further smaller allotments might be found necessary.

FORECASTS SOLUTION OF DISPUTE OVER YAP

'Telegraph' Believes Premiers Will Exchange Views.

LONDON, April 20.—The Daily Telegraph, discussing the week end meeting of Mr. Lloyd George and M. Briand, says: "The Premier may be able to find time to exchange views on other topics, one of which is the unfortunate misunderstanding regarding Yap."

"The Supreme Council will have to find a way out that will satisfy America's mandatory," continued the paper. "The Japanese naturally think that the Supreme Council ought to stand by its own decisions, but they have no inducement to drift into a serious quarrel with the United States over this fragment of rock and sand in the Eastern seas."

"France, with no direct interest in the matter and in strong sympathy with President Harding's attack on the League of Nations, will throw her weight on the side of the western republic. We shall probably use our influence with Japan, and a satisfactory solution may be expected."

The paper further declines any British desire to use the Mesopotamia mandate to the detriment of the United States.

MOLASSES DELAYS SESSION.

WILLIAMSON, W. Va., April 19.—Molasses caused the postponement of the last monthly meeting of the city commission of Williamson, it became known to-day. The city fathers gathered in their meeting room Saturday, only to find that some miscreant had smeared molasses on the seats of their chairs.

ALDRIDGE CONFIRMED AS COLLECTOR OF PORT

Dwight Davis Picked as War Finance Director.

Special Despatch to THE NEW YORK HERALD, Washington, D. C., April 19.

The nomination of George W. Aldridge to be Collector of the Port of New York was sent to the Senate to-day by President Harding and at once confirmed. The Senate confirmed also the appointment of Dwight Davis of Missouri to be a director in the War Finance Corporation.

Collector Newton made this statement last night: "This President's action serves my personal convenience admirably. I have arranged to enter the banking firm of Kardos & Burke, at 32 Broadway, and my resignation went to the White House some days since."

"For eight years, as Assistant Secretary of the Treasury and as Collector of Customs for the Port of New York, I have endeavored to give honest, intelligent and non-partisan service, and I feel that the President's action neither implies nor reflects personal or official criticism or dissatisfaction."

AVIATION PROGRAMME OFFERED TO CONGRESS

National Advisory Committee Makes Report.

Special Despatch to THE NEW YORK HERALD, Washington, D. C., April 19.

At the request of President Harding a comprehensive national aviation policy was submitted to Congress to-day by the National Advisory Committee on Aeronautics.

Federal legislation for the regulation of aerial navigation was urged, with the suggestion that a bureau of aeronautics be established in the Department of Commerce for this purpose. Legislation to prevent air smuggling is needed, it was said. An appropriation of \$2,000,000 to enable the army to mark air routes over the entire country and a greater extension of air mail facilities also were asked.

Contrary to expectations, the committee recommended that the army, navy and air mail services be kept separate and not combined in one air service, as has been proposed in Congress.

1921 Delivery Facilities Better than ever before.

With a fleet of 175 motors and a thousand horses, Knickerbocker is prepared to run ahead of the clock in taking care of customers, however heavy the demands of the predicted scorching summer. With such a thoroughly modern delivery equipment, Knickerbocker is in a position to give unparalleled service.

It is wise to list your name now before a humid morning finds you with soft butter, tepid water and stale fruit. Telephone—Bryant 3700, Brooklyn—Neeris 3740.

**Knickerbocker
ICE
Company**



JAECKEL & SONS INC.

One Family Management Since 1863

Spring fashion calls for the Neck-piece—but the one which suits your individuality. To furnish this is our specialty.

Visit the Fur Fashion Show, at the Hotel Commodore, Thursday Evening, April 21

546 FIFTH AVENUE
Corner Forty-fifth Street



The AMBASSADOR

The newest of New York's magnificent Hotels.

Knabe

Grand and Upright Pianos and the marvelous Ampico Reproducing Pianos have been officially selected for use throughout the new Ambassador.

Knickerbocker ICE Company

Knabe Warerooms
5th Ave at 39th St.

HARRIMAN NATIONAL BANK

Fifth Avenue and 44th Street
New York

A Matter of Education

It is a tenable theory, indeed upon close examination and analysis it may prove to be the fact, that the differences that arise between so-called capital and so-called labor apparently due primarily to different viewpoints are actually due, first to lack of education, and second, lack of intelligence.

None will even intimate for a moment that these two qualities are lacking in the leaders of labor, but the leaders are not always able to lead, or rather to govern, and, in any event it is by the will and consent of the governed that they rule.

The spirit of rebellion against wage reduction at this time among wage earners in general is similar to that of a child badly brought up and uneducated, told to do this, that, or the other thing, without reason assigned therefor, and without adequate explanation. Neither the child nor the wage earner is entirely to blame.

It is clear to the educated, intelligent and thinking man of affairs that if trade is to be stabilized and business resumed we must have lower prices. Raw materials have come down, and retail prices have been lowered, but not far enough. What is holding them up today in very large part is the cost of labor that enters into their manufacture and distribution. It would be Utopian to expect that the readjustment can be made evenly and proportionately all around and at the same time. There must be hardship here and there during the course of reconstruction. There is no way of obviating this, but it can be alleviated if the laborer will accept his share of the burden as the manufacturer has in most cases accepted his.

In the instances where labor illogically demands higher wages than necessary for decent living, with a fair amount of luxury, they must be dealt with accordingly.

BANKING HOURS FROM 8 O'CLOCK A. M. TO 2 O'CLOCK P. M.
SAFE DEPOSIT VAULTS OPEN FROM 8 A. M. TO MIDNIGHT

SAKS & COMPANY

Are Now Offering Most Exceptional Values in a Special

SALE of MEN'S

Two-Piece Golf Suits

—SOME WITH KNICKERS, OTHERS WITH "LONGS"—

At REDUCED PRICES

Suits Formerly \$48, \$45 and \$43 . . Now \$29.50

Suits Formerly \$58, \$55 and \$53 . . Now \$39.50

It is rare that a Golf Suit may be secured at such a saving, therefore prompt action on your part will prove distinctly to your advantage. The cloths are roughish tweeds and chevviots.

Small Charge for Alterations. Fifth Floor.

Broadway Saks & Company at 34th St.

Franklin Simon & Co.

A Store of Individual Shops

FIFTH AVENUE, 37th and 38th STS.

**A New Era of Lower Prices on
TAILORED UNDERTHINGS
OF CRÊPE DE CHINE**

For Madame and Mademoiselle

Fashion—tailored models of the highest type; Quality—which insures service; Workmanship—of unmistakable fineness; Prices—which speak for themselves.

| | | | |
|---|------|--|------|
| NIGHTGOWNS, two models, flesh color. | 4.95 | STEP-IN CHEMISES, tailored model, flesh color. | 2.95 |
| NIGHTGOWNS, two models, flesh color. | 6.50 | STEP-IN CHEMISES, three models, flesh color. | 4.50 |
| NIGHTGOWNS, blue, flesh color, orchid, peach. | 7.50 | STEP-IN CHEMISES, two models, flesh color. | 5.75 |
| VEST-CHEMISES IN TAILORED MODEL, flesh color. | 3.75 | | |
| STEP-IN DRAWERS IN TAILORED MODEL, flesh color. | 3.75 | | |

WOMEN'S LINGERIE SHOP—First Floor—TAKE ELEVATORS